Valentine’s Day Wedding at St. Mary’s Church—1944

St. Mary’s Church provided the back-drop for the wedding party picture of Erna Sittler and Edward “Jack” Torney on 14 Feb 1944. Standing left to right are Chaplain John Gannon, Protestant Chaplain; Dorothy Minnick, Red Cross and Maid of Honor; Doctor Gordon Congdon, 704th Flight Surgeon; Erna Sittler, the Bride; Jack Torney, the Groom and Roman King, Best Man. Story on page 5.
President’s Message

By Mary Nell Roos

Experience the Mission Room!! See the beautiful English chapel!!

I am excited at the possibilities for our 2007 reunion in the old historic city of Savannah. If you were with us during the 1998 gathering, you will remember the great time we had. The 8th Air Force Museum has expanded even more and the plan for Friday is to have the whole day there.

The Hilton Garden Inn Midtown has given us a generous rate. Shirley really went to bat for us on this and we are so happy to be able to use this beautiful new facility.

Four wheel chairs have been reserved for those who may need a bit of help when walking any distance or getting around. These will be provided by a donation. More will be reserved if you let me know your needs, but I need to do that a month before the reunion. I may join you in a wheelie, so don’t let a thing called pride keep you from enjoying every minute or cause you to stay home.

Something new will be the symposium/oral history session on Sat. afternoon. Jim Vann will be moderating a panel discussion on 446th war stories. After the formal portion of the program there will be opportunity for others to volunteer stories and ask questions.

If you are a 446th veteran and will be attending the reunion, would you send me a picture of yourself taken during your service. One of you alone would be best, but we can lift you from a crew picture or other photo.

Every year you stay at home is a missed opportunity to fellowship with your comrades as so many fold their wings. Please come and we will share a good time together.

Robert E. Howard  
Robert Hickman  
Thomas Mason  
Alfred A. Cestani  
Joseph Hoey  
William Baggett  
Hugh Dabling  
Feb ‘06  
Mar ‘06  
Mar ‘06  
April ‘06  
April ‘06  
May ‘06  
Hal Hammons  
Joseph Mentecki  
Fred Riedel  
Herrald Bietz  
John Farrington  
Carroll Long  
May ‘06  
May ‘06  
May ‘06  
July ‘06  
Aug ‘06  
Aug ‘06
Hilton Garden Inn Midtown, 5711 Abercorn St.
Reservations – 912-354-4716 Specify 446th Bomb Group Reunion
Reunion room rates are $112 a night.
All reservations must be made by March 25, 2007
You may cancel 24 hours before check in.

The Hilton Garden Inn Midtown opens March 1st. It is a full service hotel, providing free shuttle service to the nearby historic district. Parking is free. These room rates are available to us for two days prior to the reunion and two days after the reunion.

The Event Registration Form at the bottom of the page should be completed and mailed with your check in the amount of $220 per person attending. Breakfasts are included in the reunion cost. The check should be payable to the 446th Bomb Group Association. All registration forms and payment must be received by March 25, 2007.

Mail these to: Shirley Callighen, Bon Voyage Travel, 4361 E. Broadway, Tucson, AZ 85711

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Reunion Registration Form

Name: ________________________________
Address: ________________________________
Telephone: ____________________________ Unit or Squadron __________________
Spouse and Guest Names: ________________________________

Please complete form and enclose check for $220.00 for each person attending.
Did you know there is a B-24 Liberator Memorial? See article on page 8 of this issue. Jean and I visited it and two others honoring the 446th Bomb Group in the Netherlands in June, Eemnes and Barendrecht.

**The following have requested our help.**


♦ **Jesse T. Bates**, 5699 Rio Penasco Road, Mayhill, NM 83839, has found his unit. Thanks to a daughter-in-law.

♦ **Willie M. Maynard**, 844 Lake Terrace Drive, Augusta, GA 30904, has also found his group through his son’s efforts.

♦ **Gawain Argle Wright**, granddaughter, Jenny Johnson, PO Box 184 Byrdstown, TN 3854. Would like to hear from his friends.

♦ **Harold Ruddell**, son Dr. Michael Ruddell, Yavapai College, 1100 E. Sheldon St. Prescott, AZ 86309, wants to contact information.

♦ **“Lil Snooks”- James Barber**, Nick Penistan Pegasus, Main Street. Nocton. Lincoln, LN42 2BH, ENGLAND, has been offered Barber’s A-2 jacket and wants to hear from his crew-mates.

♦ **Arthur Bensko**, 216 Grass Knoll Drive, Hideaway. TX 75711, has found us.

♦ **Munich**, July 12, 1944, Stefan Bockelmann Schimmelleite 59, 85072 Eichstatt, Germany, is researching this mission. Have any experiences to relate.

♦ **Frederick James (Bob) Drake**, son Robert C, Drake, 617 Porter St., Centralia, MO 65240, would like to hear from those who knew him.

♦ **Alphonse E. Careaga**, son Roger A. Careaga, 4349 Groveland Road University Heights, OH 44118 requests information.

♦ **Robert E. Gilbreath**, KIA, great nephew, Tony Robertson, 2305 Chisenhall Road Fort Payne, AL 35968, would like to hear about him.


♦ **20-Year old J. Spicer**, Spiningdale, Sandy Lane, Colemans Hatch, Hartfield, East Sussex, TN7 4ER, England, visited D-Day beaches and is interested in 446th BG.

♦ **Robert O. Becraft**, Harry Juers, 1624 Church St., Galveston, TX 77550, looking for information he had served in the Spanish American War.

♦ **Edward Johnston “Jack” Torney** pilot and **Erna Anne Sittler**, Red Cross, son Richard G. Torney, 31 Rosebank Ave. Kentfield, CA 94904, would like to hear from those who knew his parents.

♦ **2035th Fire Fighters**, Leroy Ward, 109 Elderberry Court, Pataskala, OH 43062, is writing book on Army Fire Fighters and would like to contact those who were involved.


♦ **Ken Ray**, niece Susan Furgone, 3019 Brechin Road, Fayetteville, NC 28303-4901, would like to hear about him.

Hope you also can help these folks.
Red Cross Ladies

The Red Cross ladies of the 446th in the Spring of 1944 are pictured here. Dorothy Mennick is on the left and Erna Sittler on the right.

“We owe these ladies a world of gratitude for the wonderful spread of sandwiches, donuts and ‘welcome home’ smiles with which they faithfully greeted each returning mission.”

Picture and comments submitted by Bill Cagney on Melvin Beyer Crew 705th. Erna Sittler Torney and her son, Richard, are our newest members. Erna and Edward Torney, 704 Pilot, were married at St. Mary’s church by Chaplain Gannon.

Alexis K. Ciurczak, one of our members, served a tenure as an American Fulbright Librarian at the 2nd Air Division Memorial Library during 2004-2005. On May 8, 2005, the 60th anniversary of VE Day, the Library hosted an “Open Sunday”. This was done in conjunction with the Imperial War Museum’s WWII traveling exhibition, “Their Past, Your Future”. The BBC People’s War Project (www.bbc.co.uk/ww2) also ran concurrent events that weekend.

Alexis and Lesley Fleetwood dressed as WWII Red Cross nurses, handed out 450 doughnuts, 150 cookies and bottomless cups of tea and coffee. The Library had over 1,000 visitors that Sunday.

Wedding at St. Mary’s Church—1944

Continued from page 1

Erna Sittler, Red Cross Director at station 125 and Edward “Jack” Torney, 704th Pilot met and fell in love while both were stationed at Flixton/Bungay. Erna’s wedding limousine was a base ambulance driven by none other than the acting “Father of the Bride”, Doc Congdon. Driving toward the church, they passed Dinky Payne and her staff walking to the church. Doc drove around the perimeter twice to give these guests time to arrive before the bride. Chaplain John Gannon officiated at the ceremony. Ronald Conour was the organist and Fred Marsteller was the organ pumper. As Fred watched the ceremony, he would slow down the pumping and the music would become slower and slower. Joe Collingsworth, the base photographer, took the wedding pictures. Among the guests were Robert De Fremery, Joe DiVita and Walter Goldman.

Erna related that they forgot to arrange for a corsage. Picking a few white snow drops from one of the graves in the churchyard, Dottie pinned them to Erna’s lapel using Jack’s wings for a pin. After the ceremony, back to the Aero club for the reception. One of the British staff had been saving a fruit cake for a special occasion and offered it to the bride and groom for a wedding cake. “We had champagne, fruit cake and good wishes all around.”
A Tablecloth (below) was donated by the late Doreen Skinner of Stowpark Farm. It was signed by 23 446th personnel and embroidered by Doreen. DOES ANYONE REMEMBER SIGNING THIS?

Another donation from Stowpark Farm are two H2X radomes, as used by lead aircraft in place of ball turret. Doreen used these for many years to force her rhubarb plants. They are now preserved and displayed outside 446th Memorial Museum entrance. Other items from same source include about 50 keys with tags used for buildings on Site’s 5 & 6, one fireman’s harpoon used on crashed aircraft, a large ammunition box — who knows what else will come to light as they clear the farm buildings.

A marvelous book, written by a Belgian who was 6 years old when he saw a B-24 crash and 4 members of the crew parachuting out was donated by Bill Rickman 706th, Co-Pilot of the plane which crashed on 27th December 1944. The book has many photos taken of the crash scene and letters from the Belgian Family and Bill. We are pleased to add this to our ever-growing archive of manuals, books and diaries in our new Archive Building.

Bill Donaldson has also sent his memoirs of events at Flixton from August 6th 1944 to March 4th, 1945 with details of buzz-bombs and rockets in addition to enemy air raids.

More on Lead Crews

By Fred Breuninger  Group Operations

Each of the four Squadrons in the 446th had two or three air crews that were given specialized training to qualify for lead crew status. It was not unusual for the 446th Bomb Group to be recognized for most accurate bombing by the 20th Combat Wing and the 2nd Air Division.

Much credit for our bombing accuracy must go to the man who was in charge of lead crew training, Cat. Alfred Knopf. There was even a lead crew training building in the Group headquarter’s compound. This building is illustrated at bottom of page 33 in the “History of the 446th Bomb Group. It is the quonset building at the extreme right.
A regular crew usually transitioned to Lead Crew about the middle of their missions. On our 16th mission we added two more navigators. My position in the nose turret was occupied by our bombardier who became a pilotage navigator, which meant that when he could see the ground he could confirm check points along the way on his charts. I went back to a waist gun at that time. We then had a total of three navigators. This was necessary to be absolutely accurate on course and approaching the target. As you might have guessed, we had a lead bombardier on all of our lead missions.

Returning to my job initially in the nose turret: In addition to watching for enemy fighter planes, I also became a toggler (or togglier as some called it.) When the lead ship dropped their bombs, one bomb was a smoke bomb. When the other ships reached that spot, the toggler hit a switch which salvoed the bombs, all at one time. As you can imagine, if the lead bombardier was accurate, all of the bombs from the other ships made a nice close pattern on the target. Our crew received a special citation after one low level mission when the bomb pattern on the mission was very good and a railroad marshalling yard (where many tracks come together) was wiped out, and most of the tracks in the yard were obliterated.

The Germans were well aware that the lead and deputy lead planes

Continued on page 9
B-24 Liberator Memorial Dedication

By William F. Davenport, Lt/Col. USAF Ret

The Netherlands and the United States Friendship Association dedicated this beautiful impressive monument April 16, 2004 to all the Allied Airmen who died in the liberation of The Netherlands. The monument designed by Leendert Verboom depicts the “Missing Man Formation” in shaped three quarter inch thick aluminum, with cutouts in the shape of the B-24 Liberator aircraft representing the aircraft in formation, as well as the missing aircraft “Connie”. The monument is precisely aligned to permit the sun to shine through the missing Liberator at 1 PM on June 21st to a specific spot on its base where the “Connie” is placed during Memorial Services. The eight foot tall aluminum structure on the two foot tiled base has an etched photo of the “Connie” crew that crashed at 12:58 PM June 21, 1944.

The monument is located adjacent to the Royal Dutch Aviation Museum across from the tree and monument to the beginning of the realm of Queen Wilhelmina in 1918. The Soesterberg museum is operated by the Royal Dutch Air Force at the first airfield in The Netherlands.

The “Connie” crew of the 446th Bombardment Group (H), 20th Combat Wing, 2nd Air Division, Eighth Army Air Force was stationed at Bungay, England. The aircraft crashed near Haarlemmermeer, The Netherlands after dropping its bombs on a target near Berlin. On leaving the target area “Connie” pilot Nicholson radioed that he was low on fuel, eventually dropping out of the formation. A flak battery in the crash area brought it down killing 9 of the 10 crew members aboard. One was blown out of the waist suffering flash burns and became a POW after his capture.

The 446th Bomb Group Association authorized a plaque expressing its thanks and appreciation for this memorial and recognition of one of its crews to The Netherlands United States Friendship Association, the Memorial sponsor.

Bill Davenport, a founder of the Bomb Group Association and currently its Historian together with wife, Jean, were guests at the annual wreath laying ceremony on June 21st, 2006. Bill gave a talk about the 446th Bomb Group and its association together with his experiences in flying 35 combat missions as a Navigator, July to October 1944. During this four month period one-half of his fellow bar-
Shifting to a Lead Crew

Continued from page 7

were the ones with the Norden bomb sight, and they made every effort to wipe out those planes. We had that fact etched on our brains when we flew our 18th mission. We were shot up so badly by accurate flak that we lost two engines.

One big problem was that an 88mm shell went through our left wing (without exploding), but put a big hole in the gas tank from which fuel poured into the bomb bay and thus into the waist compartment, soaking the three of us in the waist with gasoline. We could not close the bomb bay doors, or get the wheels retracted, so there was tremendous drag on the plane. Someone finally got the wheels cranked up, but the drag was still bad, and a B-24 does not fly well in those conditions with 2 engines out.

Our Captain, George Griffiths, did a tremendous job of keeping the airplane in the air and losing as little altitude as possible. We finally made it over the enemy lines and found a small fighter strip that had been occupied by the Germans two weeks earlier. It was terrible weather and the ground was soaked from snow and rain. We had to crank down the wheels before landing as the hydraulic system was half gone. To his everlasting credit, Lou Medlock, the tail gunner suggested that we tie a parachute harness to each waist gun mounting and toss out and pull the rip cord as soon as the wheels touched the ground. This gave us enough stopping power. That, along with both pilots having their feet full down on the brake pedals, we were able to stop just before the end of the runway. Again, Griff did a tremendous job of stopping the plane on that short strip, and God was with us so that we didn’t explode from static electricity when the plane touched down.

We didn’t look on ourselves as heroes, just average Joes doing a job needing to be done.

The names of our crew are as follows:

P: George Griffiths, CP Carmen Grasso, B: Colin Drown, N: Billy Massey, Gunners: Louis Medlock, Steve Kralj, Keith Babcock, Dave Peters, E: Larry Querin, RO: John Matus. There are still five men living from the original crew that was formed at Westover Field in Mass., approximately April ‘44. The names of the other men who were on the lead crew of Feb. ’45 were Lead Bombardier: Roger Preu, Lead Navigators: Billy Massey and Thad Weaver, and Lead Commander: James Needham.

Memorial Dedication

Continued from page 8


At the conclusion of the Wreath laying Rob Peters, Chairman, presented Bill Davenport with one of the seven Liberator cutouts from the Monument. This had represented “Connie” during the ceremony having been placed on the monument’s base where the sun shown through the Missing plane, “Connie”. Wreathes were brought to the participants by children from the Soesterberg school that keeps the monument area clean during the year.

The Memorial is one of eight recognizing 446th Bomb Group crews who crashed nearby. Four are in France, three in The Netherlands and one in England. Plaques have been presented to all by Bill and his wife Jean on behalf of the 446th Bomb Group Association. The purpose of the association is to perpetuate the memory of the 446th Bombardment Group (H).

Bill and Jean Davenport look on their travels to present these ‘Thank-You’s” as people to people diplomacy.
A hero died this week. He was one of a declining number of WWII veterans, which we remember at this time of year. He wasn’t very big, five foot one inch and 115 pounds. In fact he had to stand tall, and eat bananas and milk for a week to pass his flight physical. He didn’t think of himself as a hero, just a guy doing his job. But his contribution to a war effort was one of the reasons General Doolittle called our Bomb Group (446th Heavy) the best damned group in the 8th Air Force. His name was Bill Horean and he was a master of the Norden Bomb sight. He was my Bombardier in a B-24 heavy bomber.

To put his job in proper perspective imagine the following: three fourths of the men in Medina between 18 and 34 years old, getting out of bed at 2 A.M. tomorrow, struggling thru their morning ablutions, donning their clothes (including heavy socks and long underwear), walking thru rain or snow to a central dining room for what was laughingly called scrambled eggs (green in some cases) and toast and then moving by whatever means one half mile to a large hall, to find out where they were going that day. When the curtain was pulled and target revealed, Berlin, Magdeburg, Peenimunde or Ludwigshavn where Ball Bearings are made. Then information on the trip was made available, Flak positions, expected enemy fighter position – weather en route and over the target, your position in bomber stream and times to make good at radio bunchers and marker beacons. Timing was very important because when we arrived at a bomber beacon with 36 B-24 Liberators, one other group ahead of us was just leaving – we couldn’t see them because of the clouds but we hoped they left on time. Assembling 1000 heavies and 800 fighters in an area as big as N.E. Ohio called for split second timing. It was a never-to-be forgotten sight, to look back when turning on course to Germany, and see nothing but airplanes for 100 miles in the bomber stream. A regulation crew had two pilots, a bombardier and a navigator, plus 6 gunners in four two gun turrets and at the waist windows. The radio man manned a single 50 caliber and the bombardier or navigator sometimes rode the front turret.

While en route to the initial point, where we would turn toward the target the bombardier would calibrate and orient his sight for the conditions of the drop - 40 to 60 degrees below 0, 24,000 feet altitude and 160 miles per hour indicated. At the initial point he would engage the bombsight with the auto pilot and he was flying the plane, making course and speed corrections, opening bomb bay doors and getting everything ready for an accurate drop. Bill was a past master at turning the knurled knobs, regulating the speed of the closing indices and releasing the bombs at the exact moment. Because of the increased anti aircraft (flak) in the target area, enemy fighters would usually pull out and Bill never let the flak holes in the aluminum siding bother him. He made no violent corrections on the bomb run because the wing men dropped on our bombs and destroying a target meant they had to be in a good position. A sudden turn on the way in could spread these 75,000 pounds of aircraft all over the sky. Two of our bombs were smoke markers and succeeding
groups at 36 heavies each would drop when they reached our smoke trail. Being a lead crew carried a heavy responsibility especially if ours was a wing or division lead position. To destroy a target, it was necessary to put all the bombs in a 2,000 foot circle. For many reasons this happened only infrequently. Bill was able to have this occur more often than not, which was why we were a lead crew.

Following the bomb drop we would perform a classic maneuver known as “getting the hell out of there” and proceed on our course home. At this time enemy fighters would re-engage us and flak continued heavy. Our little brothers (escort fighters) would stay around as long as they could, having dropped their external tanks on the way in. We looked eagerly to see the English Channel and a new round of friendlies appear to stand off the ME 109’s and FW 190’s. Those Mustangs and Lightnings sure looked good especially if you had a feathered engine or were tailing smoke. We tried to close up our formation where some had dropped out or were trailing behind. We wondered whose bunks would be empty tonight awaiting new replacement crews.

Finally our home base came in sight and we gratefully entered the landing pattern, fuel tanks approaching empty after 8 to 11 hours in the air. We returned to our revetment and turned the ship over to the ground crew to be made ready for tomorrow. We went in to de-briefing, reporting bomb hits, bombers shot down and all other particulars of the mission, were given our shot of bourbon or scotch and went back to the barracks to bed, especially those wing crews who might be expected to repeat tomorrow. Lead crews seldom flew more than twice a week on missions but were expected to practice on days off. Bill always insisted on long hours of practice on simulators and actual practice flying missions.

After leaving the service Bill, who had married a little Scottish girl, returned to Pennsylvania where he had a very successful career helping hearing impaired individuals improve. He was able to establish new techniques and hearing aids and taught at University of Pennsylvania at Sate College.

But to me his greatest claim to fame was as a little guy in a heavy flight suit and flak jacket, curled up over a Norden Bomb Sight, centering on a target 4 ½ miles below, with whom I flew 30 missions over Germany.

Bill Horean folded his wings on 9 May 2001. Paul is kind enough to share with us the words he wrote at that time about his friend and crew-mate.

Top Secret Norden Bombsight

The Norden bombsight was one of the most closely guarded secrets of the US. Military during World War II. Invented by Carl Norden, it was a mechanical analog computer made up of gyros, motors, gears, mirrors, levers and a telescope. It was used to determine the exact moment bombs had to be dropped to hit the target accurately. On later versions of the B-17G, the Norden bomb sight would actually fly the plane through the bomb run while coupled to the airplanes controls. It was claimed to be accurate enough to hit a 100 foot circle from and altitude of 21,000 feet (4 miles). In actual combat conditions its accuracy was almost always less than that.

During World War II, great precautions were taken to guard the secrecy of the Norden bombsight. The sight was loaded onto its aircraft just before takeoff under armed guard. It was covered from view until in the air. Upon landing, it was immediately removed, again under armed guard and secured. By the wars end, over 45,000 bombardiers had been trained in its operation, each of them swearing under oath to protect its secrecy if need be with their lives.

On August 6, 1945, bombardier Major Thomas Ferebee used a Norden bombsight to drop the uranium bomb, Little Boy, from the B-29 Enola Gay, 31,000 feet above Hiroshima.
Dazzle your grandchildren with the following statistics

The year was a significant one for those of us in the 8th Air Force who devoted ourselves to the cause of freedom and justice.

On December 24, 1944, we sent over Germany 2,034 heavy bombers and 936 fighters, the greatest single force of airplanes ever dispatched in history! During the year, we hit the enemy with more than 430,000 tons of bombs! We flew 1,700,000 operational hours, and our planes consumed 522,000,000 gallons of gasoline to release those tons of destruction!

Our first task was to make sure that when the combined Allied ground forces invaded “Fortress Europe,” we would have superiority in the air. Our second great mission was performed during the invasion phase. On June 6th, we flew a record-breaking 4,700 sorties! Before D-Day, we flew thousands of tons of munitions and equipment to resistance movements on the continent, and cooperated in the development of psychological warfare by dropping almost 900,000,000 leaflets in enemy-controlled territory by night, and additional millions during daylight missions.

In air battles during 1944, fighter pilots and bomber crews destroyed over 6,000 enemy aircraft…strafing attacks by our fighters accounted for 1,950 more! In precision attacks on enemy airfields and factories, our heavies damaged or destroyed an additional 2,630 Nazi aircraft! Fighters also knocked out 3,652 locomotives, 5,702 freight cars, 3,436 trucks, and significant numbers of tank cars, ammunition dumps and similar ground targets!

Ground crews equaled the fliers in their devotion to duty. Men have frequently worked for 72 hours without rest to put their ships back in the air. Just before D-Day, their numbers of planes to be serviced rose sharply; the job was done with no increase in numbers of ground crews.

The story of the Eighth is the story of all of us. It belongs neither to any individual nor to any part of us less than the whole. Every member of this command has contributed some element to it; without all these contributions, the story would not have been.

Ordinance and Chemical workers, for example, during 1944 loaded more than 3,000,000 bombs and incendiaries – most of them during the long hours of the night – and hand-linked, repositioned and loaded, 33,000,000 rounds of 50 caliber ammunition in the course of their duties! The sweat of thousands went into the driving, servicing, and repair of the Eight’s 25,000 motor vehicles! At one Headquarters alone, the telephone operators handled 14,000 calls each day!

If you are one of these, or if you are one of those who kept us, by all standards, in good health; if you are one of those who built and maintained our air strips and station facilities, or one of those who can proudly say that over 1,000 road convoys were escorted during 1944 without an accident; if you are one of those who performed the unheroic but indispensable functions of guaranteeing our supplies of food, adequate clothing and organizational equipment, or one of those whose attention to administrative assignments contributed as substantially to effectiveness – then you are a part of the team.

From a memo by Lt. Gen. James H. Doolittle to 8th AF members 10 January 1945
Reprinted from 8th AF News 1998

Membership

Annual membership is $20 due in January, payable to the 446th BG Association and mailed to: 446th BG Association, 5491 Tyshire Parkway, Providence Forge, VA 23140.

Membership is open to all individuals. Annual membership includes four issues of the Beachbell Echo. A roster of members will also be supplied every 2 to 3 years.

A national reunion is held once a year at locations to be determined. The 2007 National Reunion site is Savannah, Georgia. Date: April 25 - 29th, 2007.

Address Corrections: Please send to Jack Roos, 5491 Tyshire Parkway, Providence Forge, VA 23140 to insure uninterrupted newsletter delivery.
PRAYER OF MEMORIAL

Almighty and eternal God, we thank you for the privilege of gathering today in this free nation, on this hallowed spot and under the spacious wings of this stately B-24 Bomber.

Some among us have been here before and in reverence and with bowed heads, they remembered. So today members and friends of the 446th Bomb Group meet in the solitude of this majestic desert to again offer sincere appreciation and to remember the “‘Best’ of the Greatest Generation.”

They came from small towns and large cities; from farms and factories; from colleges and universities; from the north and south, east and west; all came from a variety of backgrounds. They were young and energetic and all had high hopes of making it a bit better than did their parents coming out of the recent depression.

Then in the late fall of 1943, they all began having at least two things in common; namely, finding themselves in a far away country and fighting a war.

Most returned home and some are present today for which we all are deeply thankful. Others gave the ultimate sacrifice and we pause during these hushed moments to remember and to salute them, as well as to rededicate this noble and lasting memorial. Their memories will forever be etched not only on this Roll of Honor, but also in the deep of our hearts.

Grant, O God, that these airmen of the 446th, along with multitudes of others who have given their lives in defense of freedom, will not have died in vain. May they and we yet see the day when war and the fear of war shall be no longer; the day when peace will become our common possession; the day when your will shall be done on earth as it is in heaven. Amen.

May 5, 2006 –Prayer by Phillip Lynn Tillman offered the 20th Anniversary and Pima Memorial Re-dedication of the 446th Bomb Group, Tucson, Arizona.

“History of the 446th
A Photojournal”

Ed Castens’ original 1946 book has now been reprinted but with the addition of thirty plus pictures of crews, stories of the men in the air and on the ground. The addition of 2,745 names to the list of those who served with the 446th have made this a NEW BOOK! Spiral bound with double soft cover, this 281 page book will be an attractive and informative addition to your collection of WWII histories. The cost is $30 plus $5 postage. Checks should be made out to Mary Nell Roos and mailed to: Mary Nell Roos
5491 Tyshire Parkway
Providence Forge, VA 23140

These two great books are a must have for your library. Additionally, they make great gifts for your family and friends.

“A few copies of this excellent 350 page hard cover book with many color photos are still available.

Offered @ $53 shipped.
446th Bomb Group Assn.
13382 Wheeler Place
Santa Ana, CA 92705-1934

“446th Revisited”

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Lundstrom, Russ russlundstrom@aol.com
Martin, Don drmshack2@aol.com
McGowan, Dennis dmcgowan42@excite.com

Medway, Melvin Medway, Melvin
Merwin, Stu Merwin, Stu
Messick, Don Messick, Don
Millican, Andy Millican, Andy
Minear, Max Minear, Max
Motts, Louis J. Motts, Louis J.
Park, Paul Park, Paul
Pedrick, David Pedrick, David
Petro, Arestedes (Pete) Apetaros@bellsouth.net
Pishioneri, Albert Pishioneri, Albert
Reyburn, Merle Reyburn, Merle
Risley, Aud Risley, Aud
Rizzo, Dominic Rizzo, Dominic
Rizzo, Steven Rizzo, Steven
Roat, Steve Roat, Steve
Rodriguez, Antonio Rodriguez, Antonio
Roe, William Roe, William
Roos, Mary Nell Roos, Mary Nell
Rosen, Gene Rosen, Gene
Schmidt, Theodore Schmidt, Theodore
Seaman, Robert Seaman, Robert
Semler, Robert Semler, Robert
Story, Dale Story, Dale
Tate, Ted Tate, Ted
Thomas, Jim Thomas, Jim
Thorpe, Bill Thorpe, Bill
Tuck, Sterling Tuck, Sterling
Vann, Jim Vann, Jim
Vaughn, Frank Vaughn, Frank
Veazey, Link Veazey, Link
Vineberg, Dave Vineberg, Dave
Weldon, David Weldon, David
White, Pat White, Pat
Windham, Roy Windham, Roy
lilyandmel@msn.com
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andyper4@strato.net
mwmq7@aol.com
opahted@charter.net
lmotts@aol.com
plpark@sprynet.com
dmnpall@juno.com

Have You Sent Your Renewal For Membership?

Thank you for your diligence in sending in renewals for membership. We still have a good number that are missing and not up to date. Please remember to let us know you are moving. If you are temporarily away and will have a fixed address for the months away, let us know. We will be able to send your Beachbell to you during that time period. The post office does not forward the bulk mail. The Return Postage Requested on your Beachbell envelope just means it will be returned to us. The Post Office then weights it when we pick it up and the charge for returning to us is $.87 and another $.87 when we mail it to your new address. Any help you can give to lower the cost of mailing and keep us more efficient will be appreciated.
Follow-up on Red Ass Crew Names

Several wrote they could identify various crew men in the picture printed in the March Beachbell in the article about James Holt, crew chief on the Red Ass.


Sitting – Ground Crew: Unknown, James Holt, Hall, Cody

Thanks to Frank Bigos and others for your assistance in this.

446th BGA PX Order Form

Name: ___________________________ Unit or Squadron: ______________________
Address: ____________________________

1. ___ Hat - 8th Logo & Mighty Eighth & Squadron #................................. $13.00
2. ___ Hat - 8th Logo & Mighty Eighth (for ground crews)..............................13.00
3. ___ Shoulder patch, 8th AF 446 between wingtips ................................8.00
4. ___ Squadron Patch 3” # 704, 705, 706, and 707 ....................................8.00
5. ___ 446th Decal. Size 4 1/2 x 5” ................................................................1.00

Prices DO NOT include shipping. Add $4.05 for hats AND $1.00 for patches. Make checks payable to Betty McMahon and send your order to:

Betty McMahon, 1245 Kensington St., Pt. Charlotte, FL 33592.
<table>
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<tr>
<th>State/Zip</th>
<th>Area Coordinator</th>
<th>Phone</th>
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<tr>
<td>Alabama</td>
<td>Rodney Robinson</td>
<td>251-679-6505</td>
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<tr>
<td>Alaska</td>
<td>Jerry Ganopole</td>
<td>907-277-7887</td>
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<tr>
<td>Arizona</td>
<td>Robert G. Meyer</td>
<td>928-646-5570</td>
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<td>California</td>
<td>Keith L. Babcock</td>
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<td>Bill Davenport</td>
<td>714-832-2829</td>
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<td>David Potter</td>
<td>530-893-2930</td>
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<tr>
<td>Colorado</td>
<td>Kenneth S. Valis</td>
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<td>John W. Hill</td>
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<td>Texas</td>
<td>Charles Lee</td>
<td>972-239-9836</td>
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<td>John F White</td>
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<td>Alan Senior</td>
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If you would consider becoming a co-ordinator for your zip code area (or any other) please contact Charlie Lee. 972-239-9836. Place the name and telephone number of your Area co-ordinator in the family Bible and/or the Group’s Roster* (space provided inside back cover). This will assure timely notification and 446th BG representation at the services.